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detail. All who read his book and study his pictures will get a better idea of the enormous difficulties of making progress across the pressure ridges of the floe ice than they have obtained from most other narratives. He was able to take some remarkable views of the maze of towering ice blocks that impeded his way on the sea ice. When he reached 82° on his last attempt to make a high northing, he had been able to average only 5 miles a day, and ahead of him was a wide open lead which he could not circumvent. The time was too far advanced to make a surpassing northing even if he could get across the lead and find better travelling beyond it. There were other circumstances of an imperative nature that compelled him to relinquish, in bitterness of spirit, all hope of carrying out the main purpose of the expedition.

The most suggestive part of the book is Mr. Fiala's chapter "An Afterword," which he especially addresses to men who may contemplate a venture for the pole. His experiences in the Baldwin expedition and in that which he himself commanded convinced him that the most feasible method of attack would be to use a small, strongly-built drift ship so modelled that she would rise with ice pressure. He would put her into the ice by way of Bering Sea, or at Teplitz Bay, where he spent two winters. With a drift ship as a base, the sledge party would have the advantage of a high latitude from which to start poleward and would also escape the pressure ridges that extend north from all Arctic lands. He would use both ponies and dogs on the sledge journey. He has had much experience with ponies from Siberia in Arctic sledging, has found that in rough travelling they outdistance the dogs and drag heavier loads, and he is fully convinced of their value for sledge purposes. He fed them on compressed hay and oats and killed them for dog food as the sledges became empty. He gives his views at length on numerous details of equipment for such an expedition.

Canada. The New Nation. By H. R. Whates. xvii and 284 pp., and 17 photographic Illustrations. E. P. Dutton & Co., New York, 1906.

Mr. Whates is a newspaper writer who went to Canada to study the emigration movement. Desiring to make his studies thorough and practically useful, he was content with nothing less than first-hand knowledge. He travelled in the steerage with a shipload of emigrants from Liverpool. Landing at St. John, New Brunswick, in midwinter, he put to a practical and personal test the question whether Canada, in that bleak season, would yield subsistence to a new arrival. He secured a job at shovelling ashes at \$1.50 a day. He found, on the whole, that an immigrant, willing to turn his hand to anything at the first wage offered, need not starve. Then he worked in a lumber camp at keeping the haulage tracks in good condition, to learn what chance the ordinary immigrant has in the lumbering industry of the maritime provinces. He found that at times there is a scarcity of labour, when a green hand may earn his board and twenty dollars a month; but it takes time to learn how to fell trees and handle logs. So he went on across the continent. He learned that the large Canadian cities of Quebec and Ontario offer few inducements to unskilled labour; that the efflux of mill hands and such-like people into the manufacturing cities cannot wisely be encouraged; that many workless men are stranded during the long, hard winters at Winnipeg; that the goal of the immigrant should be independence as a land owner; and that young women who will go into domestic service can earn from \$20 to \$25 a month.

The author made a very close study of farming and farm life on the prairies

of the great wheat provinces. He travelled far north of the Canadian Pacific R.R., sought for a desirable "free farm" and duly paid for his preliminary title to it so that he could tell immigrants the considerations they must have in view in seeking new homes and the methods of acquiring them. He also investigated the sheep runs and the horse and cattle ranches of Alberta, and the valley farming among the mountains of British Columbia.

The chapter of largest geographical interest, "The Great Clay Belt," relates to the region in northern Ontario which is to be crossed by the Grand Trunk Pacific R.R., the projected trans-continental line. Mr. Whates visited this little-known region, which, it had been reported, would offer great opportunities to the immigrant as soon as transportation is provided. He says that the clay belt is an indubitable fact, and that it is about 200 miles wide and 1,000 miles long. But it is also an interminable forest available for agriculture only when it shall have been cleared. The problem which confronts the settler is therefore different from that which he meets on the prairie. He will have to clear land before he can sow or keep live stock. The counter-balancing advantages are that he may sell his marketable logs, that timber for housebuilding will be cheap, and that firewood will be plentiful. The land will grow anything from grain to potatoes, and drought is unknown. There is no doubt of the great promise of this region, but the hardest of pioneers will be required to clear the farm lands.

The book should be of great value to settlers and immigrants in Canada. The author got close to every phase and aspect of the situation. He spared no pains to obtain intimate acquaintance with conditions so that he might tell the exact facts and offer helpful suggestions. Being a writer of experience and ability he knows how to express clearly just what he means, an advantage which, of course, adds much to the value of his book.

Russia. Travels and Studies. By Annette M. B. Meakin. xx and 450 pp., many Illustrations, 4 Maps, and Index. Hurst & Blackett, London, 1906.

The book is almost encyclopædic in the amount of information it gives about nearly every part of European Russia and Trans-Caucasia. Crowding the pages with so many facts would scarcely tend to increase the readability of the volume if it were not that the author is especially interested in these facts, observed them herself and has a correct impression of what will interest the general reader. She rather skillfully avoids the hackneyed and her chapters are solid without sacrifice of entertainment. She pictures many phases of life, sprinkles bits of history among her descriptions, and brings into strong relief the characteristics and individuality of the leading cities. Chapters are devoted to the German population, the Lutheran Church, the peasants, factories and factory hands. Many things not commonly known among the more Western countries excited her curiosity and her inclination to investigate, with results that will interest the majority of intelligent readers. Her earlier works deal chiefly with Russia's Asian possessions and in the present volume she gives the quintessence of her studies of European Russia. The many photographic illustrations are excellent.

The Preliminary Geography. By A. J. Herbertson. viii and 149 pp. 72 Illustrations. The Clarendon Press, Oxford, 1906.

This volume is one of "The Oxford Geographies" which Dr. Herbertson has now in preparation. He finds that there is a demand for text-books in which physical and political geography, usually treated in unrelated sections, shall con-